

**Date | Time:** April 1, 2009  
**Chair:** Sean Cryan  
**Recorder:** John Beaulaurier  
**Location:** Seattle City Hall, L204

**Distribution:**

**MEMBERS PRESENT**

- John Beaulaurier
- Evan Brown
- Sean Cryan
- Deborah Kuznitz
- Blake Trask

**MEMBERS ABSENT**

- Sean Ardussi
- Craig Benjamin
- Ann Boyd
- Ryan Dean
- Lindsay Peshek
- Naomi Wilson

**OTHER GUESTS**

- Pete Lagerway, SDOT
- Monica DeWald, SDOT
- Doug Cox, SDOT
- Michael Johnson, SDOT
- John White, WSDOT
- Emily Neff, WSDOT
- Howard Wu, SPAB liaison
- Max Hepp-Buchanan, Guest
- Robert Landis, Guest
- Aili Lepard, Guest
- Michael Snyder, Guest

**WELCOME & INTRODUCTIONS**

- Michael Snyder
  - Passes out League of American Bicyclists – Smart Cycling booklet
  - Passes out map and link to problematic sharrows locations
    - Online at <http://tinyurl.com/dk5a4d>
    - Pete Lagerway suggests best way to interact with SDOT planners
  - Discussion online about harassment while riding on sharrows. Possible bikeability tour
  - Seattle Likes Bikes – conducted recent tour of roads around Tangletown (site of recent fatality)
    - Traffic calming devices don't seem effective, might need new attention

- Aili Lepard
  - Eastlake and Bellevue: roadway repainted in the fall, but the new configuration makes it dangerous for cyclists moving North on Eastlake through intersection
    - SDOT looking into the problem

## APPROVAL OF MINUTES

- Insufficient members present for Feb. and Mar. meeting minutes approval

## INFORMATION & NEWS

- Doug Cox
  - New SDOT/SBAB liaison
- WSDOT presentation on Alaskan Way Viaduct & Seawall Replacement Program
  - John White – Program Director for viaduct replacement
    - Bored tunnel will emerge North of the Battery St. tunnel
    - Street grid will be reconnected in the vicinity between Denny and Harrison St.
    - New Alaskan Way will be two lanes each direction North of near the aquarium, will widen to two lanes plus a center turn lane South of aquarium.
      - Expected to carry 25,000 vehicles/day (tunnel: 85,000 vehicles/day)
    - 1<sup>st</sup> Ave streetcar will link Pioneer Square at Jackson St. to the Seattle Center
    - Mercer corridor to be two-way
      - Blake – Northbound traffic exiting Aurora trying to connect with Westbound Mercer will be turning onto Dexter, which is a major North/South bike corridor.
        - This level of planning has not been addressed yet
    - Several corridors will serve as access routes from NW Seattle to connect with the North portal of the tunnel
      - Elliot Ave/15<sup>th</sup> Ave NW
      - Westlake Ave
      - Nickerson St.
      - Leary Ave.
    - Alaskan Way will have bicycle facilities both ways (lanes vs. sharrows TBD)
      - Elevated section over railroad tracks will have maximum grade of 6%
      - Large amount of available width along the waterfront
        - Blake – Suggests consideration of something like a cycle-track as a grade-separated facility (apart from a ped/bike path and possibly in conjunction with on-street bike lanes)
        - Pete – Need to emphasize the importance of having an on-street bike facility for commuters.
    - Spokane viaduct expansion project will add a 4<sup>th</sup> Ave off-ramp
    - Funding responsibilities for Alaskan Way surface street and promenade
      - State - \$290 million
      - City - \$100 million
    - Timeline
      - Mercer Street from I-5 to Dexter
        - Completed mid-2012
      - Mercer Street West from Dexter to Elliot Ave
        - Completed Q3 2013
      - Spokane Street viaduct expansion

- Completed Q3 2012
- Bored tunnel construction
  - Completed end 2015
- Alaskan Way and waterfront promenade construction
  - Wait until viaduct destruction completion in 2015
  - Completed in 2017
- Sean C – SBAB will need to be involved in the further detailed planning in an effort to integrate the evolving viaduct replacement planning with the Bicycle Master Plan
- John White – Bicycle community will be represented on advisory workgroups relevant to the project.
- Blake – How can we make sure that multi-modal transportation gets sufficient attention in what is normally a car/freight dominated process?
  - The stakeholder workgroups will be actively involved in the detailed planning process
  - Group is glad to come back in several months to discuss more detailed bike planning progress
- Michael Snyder – Is there space alongside the roadway in the bored tunnel for a bike trail?
  - There is significant ventilation equipment and evacuation routes that occupy a large portion of the space.

## UPDATES & MILESTONES

- Monica
  - March 24<sup>th</sup> – SDOT launched their projects planning schedule online for upcoming projects
    - Allows users to contact the project manager
    - <http://www.seattle.gov/transportation/constructionmap>
  - Working with Doug to transition into SDOT liaison role
  - Recruitment will begin in May for new SBAB members
- Pete
  - BMP implementation began in summer 2007
  - Most communities that adopt bike master plans don't end up implementing them
    - We have made great progress
  - Will be meeting with Sean C and Blake to discuss strategies on how best to channel our energies as a volunteer group into being an effective Advisory Board.
  - By April 1<sup>st</sup>, need to have 60% of work instructions for the entire year.
    - Need to be prepared for short road-painting season
    - Painting bike facilities in bad weather conditions leads to short lifetimes for the facility
  - BMP implementation timeline
    - First three years of BMP devoted mainly to putting miles of bike facilities
    - Second three years will be more focused on signed bike routes and spot locations that link facilities
    - Third timeframe (four years) will work towards addressing remaining projects called for in the BMP as well as addressing any revisions that occur during the BMP update coming up this year
  - Two or three small trail projects worked on each year
  - Blake – What kinds of metrics are in place to measure the bicycle safety goals called for in the BMP
    - Pete – Crash counts are pretty easy to get through SPD. These crash counts are measured against the bike counts to compare number of crashes and total riders.

- An intern at SDOT who has been developing a more sophisticated method for prioritizing BMP project implementation. Will be possible for him to present his work to SBAB.
- Sean C
  - Cascade Bicycle Club is working on an online self-reporting system for bicycle crashes/incidents
  - Ballard Blocks development
    - 450 stall parking garage wasn't required to include bike parking at the time it was permitted.
    - Has since added bike parking voluntarily
  - Members of SBAB involved in putting together the Sound Transit policies for bicycle access to vehicles and facilities
  - Letter sent to the Mayor in praise of the city's decision to support King County's planning of a bicycle sharing project

**MEETING ADJOURNMENT**

- Meeting adjourned at 7:56PM